

MAY RESUME MEETINGS OF THE CABINET SOON

President Believed to Have Some Definite Plans For That.

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(Special Dispatch to The West Virginian.)

By W. S. MANN.
WASHINGTON, April 2.—Resumption of cabinet meetings is looked for very shortly by those in close touch with the White House, where President Wilson's increasing activity, coupled with the announcement that he will leave about June 15 for Woods Hole, Mass., lends color to the belief that he will soon gather his official family about him in weekly or semi-weekly conferences.

Only a few days ago the President on one of his motor rides crossed the Potomac river and drove as far as Alexandria, Va., in an open touring car, and his physician, Admiral Grayson, has suggested that the chief executive may even try a few holes of golf during his summer sojourn in Massachusetts.

Publication of the correspondence in connection with the resignation of Secretary of State Lansing made it certain that no more gatherings of the cabinet about the long table in the executive office would take place until President Wilson was at the head of the board. After numerous changes the cabinet seems to be permanently organized, and its members, particularly the newer ones, are anxious to meet with their chief and discuss departmental problems. But he is soon or later, when next the President meets the ten department heads he will find them a different group from that he last saw seven months ago.

In that time five of the cabinet offices have seen a change. Secretary Lansing, Glass, Redfield and Lane have gone, and Secretary Houston will sit at the head of the head of the Treasury Department, while his old place as Secretary of Agriculture will be filled by Edwin T. Meredith. The other new faces around the cabinet table will be Joshua T. Alexander, Secretary of Commerce; Bainbridge Colby, Secretary of State; and John Barton Payne, Secretary of the Interior.

It is believed that President Wilson will have some very definite ideas to bring up on the occasion of the next cabinet meeting, pertaining to new governmental problems as well as to such old acquaintances as the Mexican situation and the railroad wage controversy. Secretary Houston already has recommended that interest payments due this government on

foreign loans be deferred three years, and this and expedients designed to help our late allies recoup their strength while protecting the obligations of this government to its own citizens may well command the attention of the cabinet.

Another issue that concerns the state department, the department of commerce, and to some extent the treasury department is that of resuming trade relations with that part of Russia controlled by the sovietists. Agents of that country have been in America for several months, bidding for everything from army shoes to locomotives and some American manufacturers have gone so far as to suggest mandamus proceedings against the Secretary of State to compel him to allow goods to be shipped to the Russian port. The state department contends in reply that nothing would be gained by such procedure as none of the soviet representatives has enough money to make trade with them profitable.

The United States shipping board is not represented in the cabinet, but the American merchant marine is of vital concern to the administration, and Secretary Payne, as former chairman of the board, can supply his colleagues with whatever information they want on that subject. Some very definite suggestions about South American trade routes and trade relations were brought out at the second Pan-American financial conference held early this year, but no "authorized" cabinet meeting has been called since that time to discuss their value.

Daylight saving in the government offices in Washington is something else which may come before the cabinet. President Wilson is expected to favor it, as he vetoed the bill which repealed the daylight saving law and Congress passed it over his protest. It was said at the White House this week that nothing is before the President on the question of a local daylight saving plan, but an early effort by some officials to have such a scheme put into effect, either by executive order or legislative action, would surprise no one.

Nor is it to be expected that a cabinet meeting would be adjourned this month or next without the subject of the coming campaign being broached. Only one cabinet officer, Attorney General Palmer, is in the field for the presidential nomination, but every member, and the President as well, will take more than an academic interest in the pre-convention campaign and the issues it involves.

The foregoing constitutes but a few of the important things which the cabinet will have before it when it meets, not forgetting matters of department policies that the new secretaries will want to discuss. All of them are anxious to get the President's views in a personal talk with him, and when he calls a meeting he will need to call only once. As the popular phrase has it they will "hear him the first time."

There is some speculation as to whether the President will call meetings on Tuesday and Friday mornings, as he did during his stay here last summer, before starting on the journey that ended in his illness, or will be content with meetings on Tuesday only, as was the custom for a time before the war broke out. Opinion rather favors the latter program.

The peace treaty is hardly one that would be formally taken up by the cabinet, as the state department is the only government portfolio directly concerned with that issue, though there is no reason why the President's official advisors should not discuss it. Incidentally the question is being asked in Washington: What would be the result if President Wilson refused to allow Congress to recess or adjourn this summer until our peace status with Germany is definitely established? True the President has no police power to hold the Congress in session unless it be by calling an extra session immediately after it adjourns, but the moral weight of a message saying the interests of the country demanded some action looking to a resumption of a peace status would be enough to accomplish the same purpose.

OPERATORS MEET

(Continued from page one.)

Open, 1.127; coke, 25; n. e. c. x., 40; M. V. T., 15. Cars left over from the previous day number 222. There were 1,635 coal and 25 coke cars ordered today.

Mines in the West Virginia district of the Monongahela railroad today received a placement of 204—33 per cent. There are 202 cars placed in the Pennsylvania district today. There will be a 40 per cent. run on Saturday.

The Helen's Run and Wyatt-Bingamon spurs of the Western Maryland railroad today have an eighty-five per cent. car supply.

East of Grafton. East of Grafton on Thursday the Baltimore and Ohio railroad drew 983 loads. There were twenty trains drawn over the mountains.

Are in the Region. E. C. Bates, of the Producers' Fuel company, Pittsburgh, is in the region. A. Hollingworth-Moses, assistant secretary of the Edison Portland Cement company, Stewartsville, N. J., is in the Fairmont region today.

R. Kinnard, of Dexter & Carpenter, Philadelphia, is in the region.

Circulars Received. Circulars issued by the executive committee of the Tidewater Coal Exchange announcing the abandonment of the pools April 30 unless otherwise notified have been received here through B. & O. sources. Effort is now being made to retain

the pool in Hampton Roads, Baltimore, Philadelphia and New York city and a meeting is to be held next week in this regard.

The Price Removed. With the removal of the price regulation yesterday coal prices fortunately did not assume a runaway phase as was anticipated. It was thought that perhaps out of town buyers, who are in the region by the scores just now, would bid the price up. Perhaps in one or two instances \$5 coal was noted, but the bulk is selling at from \$4.25 to \$4.50. Big coal companies are encouraging a fair price but frown upon a too rapid advance because of the injury that it is bound to do the industry.

According to information received today from Pittsburgh the coal operators are dead opposed to high prices and that spirit is starting to pervade the Fairmont region. Operators appear to be using some judgment at this stage of the game which it is believed is a discreet move.

It is conceded that the short car supply has made mining in this section a poor paying proposition for several years, but the wiser operators know high prices spell more government regulation. Pittsburgh operators are said to view the situation from this slant. Some smaller operators perhaps are out to get all they can, but this is not true of the majority, they assuming the position that the general public, which makes the clamor, is not buying at this season of the year.

Daily Production. Coal and coke production fell down on Thursday due to the general observance of Mitchell Day in the Fairmont region. There were a number of mines at work but the vast majority and in fact the larger operations shut down for the day. Miners had no particular observance during the day, but spent it quietly at their homes or in visiting the neighboring cities and towns.

The total coal and coke production in the Fairmont region on Thursday was 442 cars of coal and coke, all of which was coal except one car. In several instances coal loaded from

bins was moved away from the mines yesterday.

Mines along the Monongahela division of the Baltimore and Ohio railroad on Thursday loaded 300 cars of coal and coke—299 cars of coal and 1 car of coke. There were 222 cars of coal loaded east and 77 cars loaded west. The lone car of coke went east. Seven cars of coal were loaded by wagon mines on Thursday.

On the Monongahela railroad on Thursday there were 136 cars of coal loaded in the West Virginia district. In the Pennsylvania district the mines loaded 294 cars of coal.

The Helen's Run and Wyatt-Bingamon branches of the Western Maryland railroad on Thursday loaded 6 cars of coal.

Daily Consignments. These daily consignments were made off the Baltimore and Ohio railroad on Thursday: Curtis Bay, 15 cars; St. George's, 1 car; Michigan points, 63 cars; Ohio points, 4 cars; miscellaneous western points, 10 cars.

Misunderstood Contract. Through a misunderstanding of the application of the wage increase three mines along Koon's run, near Everson, were closed today, but the miners will be back on the job on Saturday as usual. H. E. Peters, Fairmont, president of sub district 4, today issued a circular letter directing the men to return to work and they will respond. In addition orders have been issued

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from the international office at Indianapolis and the district office at Charleston, which supplement a wire received earlier in the week that all miners should remain at work while the wage increase is being negotiated.

From what can be gathered it is purely a misunderstanding with the miners as to the application of the increase. Mr. Peters returned from the Labor Party meeting at Parkersburg today and he got into touch with the

striking miners at once. Mr. Peters said today that the constituted authorities had directed the men back to work and that they would be on the job with their picks tomorrow.

If each man, woman and child in Great Britain had to pay an equal share of their country's war debt, the personal liability would be \$786 each.



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